



Washington, DC—Yesterday, the Appropriations Transportation, Housing and Urban Development Subcommittee considered the FY2012 THUD appropriations bill. Congressman Olver, the Ranking Member on the Subcommittee, offered three amendments to the bill and released the following statement:

“While we have our disagreements on policy, Chairman Latham has always been an inclusive partner who embodies the collegial traditions of this committee and both majority and minority staff have been good about adhering to that approach.

Unfortunately this bill, under the constraints of Rep. Paul Ryan and the Republican leadership’s budget framework, includes completely inadequate funding levels that ignore both our nation’s jobs crisis and the drastic need for infrastructure investment.

Just one week after the U.S. economy reported adding no new jobs in the month of August, and barely 100,000 jobs since the Ryan budget was passed, this bill willfully cuts hundreds of thousands of highway, transit and housing construction jobs. Official unemployment hovers around 9 percent and in the construction industry it is much worse at around 13.5 percent. Now is not the time to be laying off even more construction workers. They ought to be earning a paycheck and using their skills to improve our roads, bridges and transit systems.

The bill also strikes a devastating blow to public transportation and passenger rail programs. Local transit agencies will have to defer replacing old rolling stock, equipment and facilities. Our nation’s growing cities will have to wait even longer for federal assistance to help build new subway, light rail and commuter rail systems to help relieve the congestion that is already choking our highways. The bill terminates the President’s initiative to provide high speed rail to corridors around the country and makes deep cuts to Amtrak. These cuts will jeopardize short distance routes that are funded in cooperation with states and serve nearly a third, or roughly 9 million, of Amtrak’s annual passengers.

Housing funding is also slashed in this bill, with no funds at all provided for the HOPE VI and Choice Neighborhoods programs. HOPE VI dollars go entirely toward construction. Funding the program would mean jobs and ultimately better public housing for those communities. Also, the Republicans continue to refuse to fund Housing Counseling Assistance to low-income renters and home buyers, helping them avoid homelessness, foreclosure, and providing sound advice on reverse mortgages, purchasing a home and avoiding predatory loans.

I cannot support this bill because it sacrifices jobs and allows our national transportation infrastructure assets and federal housing assets to decay because of ideology and a perception that that provides political benefit.”

Below is a brief summary of funding amounts and other key provisions in the Transportation, HUD bill:

Total Bill: \$55.15 billion | \$217 million below the FY2011 enacted level | **\$19.81 billion below** the President’s FY2012 Request.

Federal Highway Administration: The bill provides \$27.0 billion total, *\$11.7 billion below* the FY2011 enacted level and *\$42.0 billion below* the President’s request.

Federal Transit Administration: The bill provides \$7.04 billion total, *\$2.97 billion below* the FY2011 enacted level and *\$15.3 billion below* the President’s request.

□

Amtrak: The bill provides \$1.125 billion total, *\$357 million below* the FY 2011 enacted level and \$3.275 billion below the President's request.

Air Traffic Control Modernization: The bill provides \$2.798 billion for the Federal Aviation Administration's facilities and equipment program, *\$71.75 million above*
the FY 2011 enacted level and *\$321.75 million below*
the President's request.

Airport Grants: The bill provides \$3.35 billion for the FAA's airport improvement program, *\$165 million below*
the FY 2011 enacted level and President's request.

Public Housing Capital Fund: The bill provides \$1.53 billion total, *\$508 million below* the FY2011 enacted level and *\$873 million below*
the President's request.

Veterans Affairs Supportive Housing (VASH): The bill provides \$75 million total, *\$25 million above* the
FY2011 enacted level and equal to
the President's request.

PROGRAMS NOT FUNDED IN THE BILL

National Infrastructure Investments (TIGER): The bill eliminates funding for the Department of Transportation's popular TIGER grant program. TIGER was first created in the American Reinvestment and Recovery Act for multi-modal transportation projects designed to improve the movement of passengers and freight. The President requested \$2 billion in FY 2012 for the TIGER program.

High Speed Rail: The bill terminates the funding for the high speed rail program. The President requested a total of \$4 billion in FY 2012 to continue the development of a high speed rail network in the United States. □

HOPE VI & Choice Neighborhoods: Grant programs to revitalize public housing in mixed-income neighborhoods. As well as providing quality low-income housing, the vast majority of these funds create needed construction jobs.

□

Interagency Council on Homelessness: The USICH enhances the Federal Government's response to homelessness by enhancing coordination between agencies- addressing duplicative programs and identifying best-practices.

Housing Counseling Assistance:□ Provides grant funds to local non-profit agencies for reverse mortgage, rental, home pre-purchase and foreclosure prevention counseling.

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